

## REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

### 1. APPLICATION DETAILS

**Reference No:** HGY/2016/3489

**Ward:** Northumberland Park

**Address:** Mowlem Trading Estate Leaside Road N17 0QJ

**Proposal:** Redevelopment in the form of new industrial / warehousing units (Use Class B1(C), B2 and B8) together with relocated electricity substation

**Applicant:** Diageo Pension Trust (Property Custodian) Limited

**Ownership:** Private

**Case Officer Contact:** Aaron Lau

**Site Visit Date:** 07/11/2016

**Date received:** 19/10/2016

**Last amended date:** 30/11/2016

**Drawing number of plans:** 400A, 401A, 402A, 403B, 404C, 405C, 406B, 407B, 408A, 409A, 410A, 411D, 412B, 413A, 414A, 0102.01A, 0102.01A & 0102.01D

1.1 This application is being reported to Planning Committee as it is a major planning application.

#### 1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The redevelopment of Mowlem Trading Estate comprises 22 units in total and it is intended to be built in 3 separate phases: Phase 1 – Unit 11; Phase 2 – Units 1 to 10; and Phase 3 – Units 12 to 22. This application is for Phase 2 – units 1 to 10.
- Members of the Planning Sub-Committee on 11<sup>th</sup> November 2013 approved planning permission (reference. HGY/2013/1792) for Phase 1 of the redevelopment of the site. This permission was subject to the signing of a section 106 legal agreement and it was signed on 13<sup>th</sup> December 2013. The consented scheme created 5 new buildings (Units A, B, C, D1 and D2).
- The proposed Phase 2 redevelopment of the site at Units 1-10, Mowlem Trading Estate is considered acceptable as it would comply with local plan policies on a site which is designated as a Strategic Industrial Land (SIL) and will support and enhance employment opportunities whilst meeting one of the Council's strategic

aspirations of the area. There will be some reduction in existing flexible B1 (c), B2 and B8 floorspace currently on the site. However, the loss would be compensated by the additional quantity of employment generating floorspace and the increase in the potential number of jobs that would be accommodated on-site should planning consent be granted.

- The redevelopment of the site would not have material adverse impact on the existing nearest residential properties on Willoughby Lane and Heybourne Road, which is approximately 300 metres away from the site, in terms of loss of day/sunlight, enclosure, outlook, overlooking / loss of privacy and significant noise pollution.
- The design and form of the proposed development of the site, which is Phase 2 of the redevelopment of the Mowlem Industrial site, is considered to be compatible and consistent within its industrial setting and recently constructed Phase 1 development.
- The proposal, subject to satisfying Construction Management Plan/Construction Logistics Plan and Delivery and Service Plan details as required by the imposition of a condition would not have any material adverse impacts on the local transportation and highways network.
- The proposal would attain a minimum 'Very Good' BREEAM rating to help reduce carbon emissions, and incorporates an acceptable sustainable urban drainage system to help mitigate surface water flooding from extreme storm events.

## **2. RECOMMENDATION**

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- 2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 31 January 2017 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission is granted in accordance with the Planning Application subject to the attachment of the conditions.
- 2.4 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning to make any alterations, additions or deletions to

the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.

## Conditions

- 1) Three year time limit
- 2) In accordance with approved plans
- 3) Design - Materials submitted for approval
- 4) Design - Hard and soft landscaping
- 5) Transportation - Cycling
- 6) Transportation - Electric Vehicle Charging Points
- 7) Transportation - Construction Management Plan / Construction Logistics Plan
- 8) Transportation - Delivery Service Plan
- 9) Environmental Health - remediation method statement
- 10) Environmental Health - remediation of contamination
- 11) Environmental Health - risk assessment
- 12) Environment Agency - preliminary risk assessment
- 13) Environment Agency - verification report
- 14) Environment Agency - remediation strategy
- 15) Environment Agency - surface water drainage
- 16) Environment Agency – piling
- 17) SuDs
- 18) Sustainability - BREEAM
- 19) Secured by Design'

## Informatives

- 1) Co-operation
- 2) Secure by Design
- 3) Asbestos
- 4) Environment Agency
- 5) Hours of construction
- 6) Street numbering
- 7) London Fire Brigade

## Section 106 Heads of Terms:

- 1) **Commercial Travel Plan** - The applicant shall commit to the draft work travel plan submitted and include the following:
  - a) The applicant submits a Works place Travel Plan for the commercial aspect of the Development and appoints a travel plan co-ordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually.

- b) Provision of welcome residential induction packs containing public transport and cycling/walking information, available bus/rail/tube services, map and timetables to all new residents, travel pack to be approved by the Councils transportation planning team.
  - c) The applicant will be required to provide, showers lockers and changing room facility for the work place element of the development.
  - d) The developer is required to pay a sum of, **£3,000** (three thousand pounds for the monitoring of the Travel Plan.
- 2) **Construction training / local labour initiatives** – Participation in the Council’s employment initiatives during construction phase.
- 3) **Carbon off setting** - £2,700 per tonne of carbon plus a 10% management fee if agreed energy efficiency standards, carbon reduction targets and renewable energy technology (PV Solar Panels) have not been achieved in the applicant’s "Mowlem Trading Estate Energy and Sustainability Statement", dated 10th October, by Cudd Bentley Consultancy, Version 7.
- 4) **Considerate contractor**
- 2.5 In the event that Members choose to make a decision contrary to Officers’ recommendation Members will need to state their reasons.
- 2.6 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning permission be refused for the following reasons:
- 1. In the absence of a financial contribution towards monitoring of the Travel Plan, the proposal would have an unacceptable impact on the highway. As such, the proposal would be contrary to Local Plan policy SP7, saved UDP policy UD3 and London Plan policies 6.11 and 6.13.
  - 2. In the absence of a financial contribution towards Local employment and training, the proposal would have an unacceptable impact on employment opportunities within the Borough. As such, the proposal would be contrary to Local Plan policies SP8 and SP9 and London Plan policy 4.1.
- 2.7 In the event that the Planning Application is refused for the reasons set out in resolution (2.5) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

- (i) There has not been any material change in circumstances in the relevant planning considerations, and
- (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
- (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

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### 3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

#### 3.1 Proposed development

##### *Background*

3.1.1 The applicant and owner of the site is the Diageo Pension Trust (Property Custodian) Limited (As Trustee Custodian of the Diageo Pension Scheme).

3.1.2 The redevelopment of Mowlem Trading Estate comprises 22 units in total and it is intended to be built in 3 separate phases: Phase 1 – Unit 11; Phase 2 – Units 1 to 10; and Phase 3 – Units 12 to 22.

3.1.3 Members of the Planning Sub-Committee on 11<sup>th</sup> November 2013 approved planning permission (reference. HGY/2013/1792) for Phase 1 of the redevelopment of the site known as Mowlem Trading Estate on Leaside Road and Watermead Way. The consented scheme created 5 new buildings (Units A, B, C, D1 and D2) and the description of the proposal was,

*'Demolition of Unit 11, Mowlem Trading Estate, resurfacing of trading estate service road, relocation of electricity substation and redevelopment of land fronting Watermead way in the form of a relocated builders' merchants (Use Class B8) and Industrial and Warehousing (Use Class B 1(c), B2 and B8) floorspace with repositioned access/egress to/from Leaside road'*

This permission was subject to the signing of a section 106 legal agreement and it was signed on 13<sup>th</sup> December 2013.

3.1.4 The proposed schedule of areas of Phase 1 was for:

Unit	GIA Ground Reception/Shop	GIA Ground Warehouse	GIA First	GIA Total	GEA Ground	GEA First	GEA Total
Unit A	330 sqm (3555 sqft)	585 sqm (6295 sqft)	—	915 sqm (9850 sqft)	985 sqm (10600 sqft)	—	985 sqm (10600 sqft)
Unit B	76 sqm (818 sqft)	1724 sqm (18557 sqft)	190 sqm (2045 sqft)	1990 sqm (21420 sqft)	1880 sqm (20235 sqft)	233 sqm (2508 sqft)	2113 sqm (22743 sqft)
Unit C	53 sqm (570 sqft)	1437 sqm (15467 sqft)	149 sqm (1603 sqft)	1639 sqm (17640 sqft)	1570 sqm (16900 sqft)	171 sqm (1840 sqft)	1741 sqm (18740 sqft)
Unit D1	65 sqm (700 sqft)	379 sqm (4079 sqft)	65 sqm (700 sqft)	509 sqm (5479 sqft)	482 sqm (5190 sqft)	78 sqm (840 sqft)	560 sqm (6030 sqft)
Unit D2	65 sqm (700 sqft)	379 sqm (4079 sqft)	65 sqm (700 sqft)	509 sqm (5479 sqft)	482 sqm (5190 sqft)	78 sqm (840 sqft)	560 sqm (6030 sqft)
<b>TOTAL</b>	<b>589 sqm (6,339 sqft)</b>	<b>4504 sqm (48,481 sqft)</b>	<b>469 sqm (5,048 sqft)</b>	<b>5562 sqm (59,869 sqft)</b>	<b>5399 sqm (58,114 sqft)</b>	<b>560 sqm (6,027 sqft)</b>	<b>5959 sqm (64,142 sqft)</b>

3.1.5 A section 73 planning application (reference. HGY/2014/1648) to amend the previous planning consent (reference HGY/2013/1792) to include a new mezzanine, totalling 325 sqm and associated external works was reported to, and approved by Members of the Planning Sub-Committee on 14<sup>th</sup> July 2014. This application was for the,

*'Variation of condition 2 (accordance with plans and specifications) attached to planning permission HGY/2013/1792 to regularise the condition with minor amendments to the Travis Perkins Unit A'*

*Scope of application*

3.1.6 The proposal, the subject of this planning application, is for Phase 2 of the redevelopment of the site to provide new industrial / warehousing units (Use Classes B1(C), B2 and B8) together with a relocated electricity substation. The proposals involve the demolition of 2 existing buildings (Units 1-6 and 7-10), and the construction of 5 purpose built buildings for occupation for up to 7 units (Units D3, D4, D5/D6, E and F/G).

3.1.7 The proposed new units - F/G and D5/6 have been designed so to be flexible spaces allowing for the buildings to be partitioned to 'tenant requirements'.

3.1.8 One of the current tenants (Bunzl UK Limited – who occupy Units 1-5) is seeking to expand their operations on the site.

3.1.9 The proposed schedule of areas for the new buildings are as follows:



SCHEDULE OF AREAS							
Unit	GIA Ground Reception/Shop	GIA Ground Warehouse	GIA First	GIA Total	GEA Ground	GEA First	GEA Total
Unit D3	38 sqm (409 sqft)	343.0 sqm (3692 sqft)	40.7 sqm (438 sqft)	421.7 sqm (4539 sqft)	413.6sqm (4452 sqft)	50.4 sqm (542 sqft)	464sqm (4994qft)
Unit D4	38 sqm (409 sqft)	343.0 sqm (3692 sqft)	40.7 sqm (438 sqft)	421.7 sqm (4539 sqft)	404sqm (4348sqft)	46.8 sqm (504sqft)	450.8sqm (4852qft)
Unit D5/6	65.0 sqm (700 sqft)	705.5 sqm (7594 sqft)	81.0 sqm (872 sqft)	851.5 sqm (9166 sqft)	817.8sqm (8803 sqft)	94.9 sqm (1021 sqft)	912.7sqm (9824qft)
Unit E	162.7 sqm (1751sqft)	2720.4 sqm (29282 sqft)	289 sqm (3111 sqft)	3172.1 sqm (34144sqft)	2981sqm (32087 sqft)	315.5 sqm (3396 sqft)	3296.5 sqm (35483 sqft)
Unit F/G	49.3 sqm (530 sqft)	1245.1sqm (13402 sqft)	126.8 sqm (1365 sqft)	1421.2 sqm (15297 sqft)	1357.4sqm (14611 sqft)	146.1 sqm (1572 sqft)	1503.5 sqm (16183 sqft)
<b>TOTAL</b>	<b>353 sqm (3799 sqft)</b>	<b>5357.0 sqm (57,662 sqft)</b>	<b>578.2 sqm (6224 sqft)</b>	<b>6288.2 sqm (67,685 sqft)</b>	<b>5973.8 sqm (64,300 sqft)</b>	<b>653.7 sqm (7,036 sqft)</b>	<b>6,627.5 sqm (71,336sqft)</b>

3.1.10 The existing gross internal floorarea of the existing buildings on the site is 6,950 sqm and the proposed gross internal floorarea in relation to the proposed buildings is 6,289 sqm, therefore there would be a net reduction in employment floorspace of 661 sqm.

3.1.11 The total existing number of on-site parking spaces is 87 with no parking for HGV, motorcycles, disabled spaces and cycle spaces.

3.1.12 The proposed schedule of parking for the individual units is:

Unit	Floor Area (sqm)	Car Parking Bays	Disabled Bays	Cycle Parking	Servicing Bays
Unit D3	464	2	2	2	1
Unit D4	451	2	2	2	1
Unit D5	456	2	2	2	1
Unit D6	456	2	2	2	1
Unit E	3,297	15	2	9	4
Unit F/G	1,504	10	4	4	2
<b>Total</b>	<b>6,628</b>	<b>33</b>	<b>14</b>	<b>21</b>	<b>10</b>

- 3.1.13 47 car parking spaces are proposed for the new units with a further 22 existing parking spaces, comprising 2 disabled bays, 15 regular bays and 5 van bays, provided in a separate car park along Leaside Road in association within the site. Therefore the total car parking provision for the site will be 69 spaces in total.
- 3.1.14 Vehicular access to the Mowlem Trading Estate will be retained via the existing Leaside Road access. The existing temporary access/egress to/from Leaside road which formed part of the Phase 1 development will be removed under this Phase 2 application. The main estate road off Leaside Road will be retained. 2 new estate roads have been created off the existing and main central estate road to permit vehicular access to the Phase 1 and Phase 2 units.
- 3.1.15 The proposed layout will follow the building lines of the Phase 1 development, new Units E and F/G will be situated on the eastern end of existing Units B and C and the new block of Units D3, D4, D5 and D6 will be attached to the eastern flank wall of the existing Unit D2.
- 3.1.16 The new industrial buildings will match the contemporary design and appearance of the consented Phase 1 development. They will be modular in shape with shallow pitched roofs, and be constructed out of silver metal cladding, gun metal box flashing and flat panels and the ground and first floor offices will be glazed.
- 3.1.17 The existing electrical sub station between Units 6 and 7 of Mowlem Trading Estate will be relocated closer to the entrance of the existing cul-de-sac access road.
- 3.1.18 The new development will create approximately 110 full-time jobs compared to 63 full-time existing employees. In short, although there would be a net loss of employment floorspace. the proposal would result in a net increase of 47 full-time jobs.

## **3.2 Site and Surroundings**

- 3.2.1 The site is a rectangular strip of land which straddles Watermead Way on its western boundary and the south side of Leaside Road. The site currently comprises industrial units with open service and car parking areas. Access into the site is obtained via a temporary estate road on Leaside road with a secondary access situated to the east of the site, further along Leaside Road.
- 3.2.2 The site falls within an Area of Archaeological Importance and Strategic Industrial Land (SIL) within the Council's adopted Local Plan Proposals Map and emerging Tottenham Area Action Plan – Pre-submission Version January 2016 (North London Strategic Industrial Land), but does not form part of any specific site allocation in the emerging Site Allocations DPD Pre-submission Version January 2016.

- 3.2.3 London Borough of Enfield boundary and IKEA are located on the north side of Leaside Road and opposite the site. A gas holder lies in close proximity to the north, and Tottenham Marshes and Lee Valley Regional Park are situated further along Leaside Road and to the east.
- 3.2.4 The site does not fall within a designated conservation area and there are no locally or statutorily listed buildings on the site.

### **3.3 Relevant Planning history**

HGY/2016/3960 - Display of 1 x internally illuminated free standing facility sign, 2 x internally illuminated wall facility signs 1 x non illuminated welcome sign – pending

HGY/2016/2176 - Erection of Single Storey Entrance Lobby, reconfiguration of existing vehicle parking areas to increase number of existing car parking bays, alterations to existing building facades to provide new Entrance lobby, vehicle access door, additional window, extension / alterations to mezzanine level and the provision of wash bay within curtilage of site in association with the existing class B2 use of the building as a vehicle Service and MOT centre (Class B2) – approved 14/10/2016

HGY/2016/0790 - Installation of new electricity sub-station and associated fencing. – approved 10/05/2016

HGY/2016/0463 - Non-material amendment following a grant of planning permission HGY/2015/1321 to propose changes to the generator supplier and requirements to facilitate installation. – approved 14/03/2016

HGY/2015/1321 - Development of small scale standby electricity generation plant in an existing portal framed building – approved 18/12/2015

HGY/2014/3439 - Non-material amendment following the grant of planning permission HGY/2013/1792 for introduction of 2no. First floor windows to Unit A (frames and glazing to match second floor entrance screen) – approved 13/01/2015

HGY/2014/3140 - Non-material amendment following a grant of planning permission HGY/2013/1792 to replace wording of condition 10 in order to amend BREEAM condition – approved 08/12/2014

HGY/2014/2886 - The use of not more than 150sqm of floorspace for the cutting and bending of aluminium (Use Class B2, General Industrial) within the existing building (Use Class B8, Storage and Distribution) – approved 04/12/2014

HGY/2014/2638 - Change of use from B1 (light industrial) to B3 (power station) use class to develop a standby electricity generation plant – approved 19/11/2014

HGY/2014/1648 - Variation of condition 2 (accordance with plans and specifications) attached to planning permission HGY/2013/1792 to regularise the condition with minor amendments to the Travis Perkins Unit A – approved 24/09/2014

HGY/2014/1410 - Non-material amendment following a grant of planning permission HGY/2013/1792 to reword condition 2 to add drawing numbers that were approved with the application. – approved 18/06/2014

HGY/2014/0630 - Display of 2 x externally illuminated static Totem signs – approved 28/04/2014

HGY/2014/0628 - Display of 2 x externally illuminated building mounted signs – approved 28/04/2014

HGY/2014/0627 - Provision of new security hut and 2 no. automated security barriers to existing trading estate and new access road. – approved 29/04/2014

HGY/2014/0402 - Prior Notification for demolition of single storey Industrial/Warehouse unit, steel frame, brickwork and steel clad - Prior Approval Not Required 31/03/2014

HGY/2013/1792 - Demolition of Unit 11, Mowlem Trading Estate, resurfacing of trading estate service road, relocation of electricity substation and redevelopment of land fronting Watermead way in the form of a relocated builders' merchants (Use Class B8) and Industrial and Warehousing (Use Class B 1(c), B2 and B8) floorspace with repositioned access/egress to/from Leaside road. – approved 13/12/2013

HGY/2007/0763 - Change of use of unit 11 from B2 (general industry) to B8 (storage and distribution). – approved 01/06/2007

HGY/2002/0893 - Change of use from Class B8 (storage) to Class B2, (sorting, bailing & shredding of waste paper). – approved 15/08/2002

HGY/1997/0504 - New cladding to existing single storey building. – approved 13/05/1997

HGY/1991/0010 - Use of site for storage of scaffolding poles and equipment. – approved 28/04/1991

#### **4. CONSULTATION RESPONSE**

4.1 The following were consulted regarding the application:

- LBH Tottenham Team
- LBH Head Of Carbon Management
- LBH Flood and Surface Water
- LBH Economic Regeneration
- LBH Cleansing
- LBH EHS - Pollution Air Quality
- LBH Emergency Planning and Business
- LBH Building Control
- LBH Transportation Group
- LBH EHS - Noise
- LBH Design
- London Fire Brigade
- Lee Valley Regional Park Authority
- Designing Out Crime Officer
- Arriva London
- Health & Safety Executive
- Transport For London
- Environment Agency
- L. B. Enfield
- L. B. Waltham Forest
- National Grid
- Thames Water

The following responses were received:

Internal:

- 1) Design: No objection.
- 2) Transportation: No objection subject to cycle, CLP/CMP and DSP conditions and Travel Plan in the s106 legal agreement.
- 3) Carbon Management: No objection subject to the imposition of energy, PV and BREEAM conditions.
- 4) Environmental Health: No objection subject to the imposition of contamination and control of dust conditions.
- 5) Drainage Engineer: No objection subject to the imposition of a SuDs condition.

External:

- 6) Environment Agency: No objection subject to the imposition of risk assessment, verification, contamination, surface water drainage and piling conditions
- 7) Designing Out Crime Officer: No objection subject to the imposition of a Secured by Design condition.
- 8) Network Rail: No objection.
- 9) TfL: No objection subject to the imposition of electric vehicle charging point, cycle, CLP and DSP conditions.
- 10) London Fire Brigade: No objection subject to the imposition of a sprinkler informative.
- 11) Historic England: No comments.
- 12) Greater London Archaeological Advisory Service (GLAAS): No objection.

*“I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.”*

- 13) Health and Safety Executive: No objection.

*“Do not advise against, consequently, HSE does not advise, on safety grounds, against the granting of planning permission in this case.”*

- 4.2 The scheme was presented to the **Haringey Quality Review Panel** on 14<sup>th</sup> December 2016. A summary of their response is set out in paragraph 6.4.5.

## **5. LOCAL REPRESENTATIONS**

- 5.1 The following were consulted:

104 Neighbouring properties  
0 Residents Association  
3 site notices were erected close to the site

- 5.2 The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

No of individual responses: 2  
Objecting: 0  
Supporting: 1  
Others: 1

- 5.3 The following Councillor made representations:

- Cllr Bevan

5.4 The issues raised in representations that are material to the determination of the application are set out in Appendix 1 and summarised as follows:

- Cllr Bevan has requested the perimeter fencing to match the same dark green treatment as the recently constructed estate adjacent to the site. **(Officer comments:** The applicant has submitted an updated drawing ref. PL411D (replacing PL411B) to show the fence being replaced with a new fence 2.4m high and coloured green to match the fencing to Watermead Way provided as part of the Stage 1 development

## 6 MATERIAL PLANNING CONSIDERATIONS

6.1 The main planning issues raised by the proposed development are:

1. Principle of the development
2. The impact on the amenity of adjoining occupiers
3. Design
4. Living conditions for future occupants
5. Parking and highway safety
6. Accessibility
7. Sustainability
8. Flood Risk

### 6.2 Principle of the development

6.2.1 Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development. Permission will be granted by the Council unless any benefits are significantly outweighed by demonstrable harm caused by the proposal.

#### *Redevelopment of site – Phase 2*

6.2.2 Mowlem Trading Estate forms part of Central Leaside, a designated Strategic Industrial Land (SIL) which is safeguarded under Policy SP8, draft DM Policy DM37 and draft Tottenham Area Action Plan Policy NT2. The principle of redevelopment of the site for Phase 1 circ. 5,500sqm Use Class B 1(c), B2 and B8) floorspace was granted planning permission by Planning Sub Committee in 2013.

6.2.3 The thrust behind London Plan Policy 2.17 is to, *'promote, manage and, where appropriate, protect the strategic industrial locations (SILs)'*. Para. 2.81 pertaining to this policy states that, *'SILs are important in supporting the logistics system*

*and related infrastructure which are essential to London's competitiveness'. Concurrent to this, the strategic aspiration of London Plan Policy 4.4 expect the borough to, 'adopt a rigorous approach to industrial land management to ensure a sufficient stock of land and premises to meet the future needs of different types of industrial and related uses in different parts of London, including for good quality and affordable space'.*

- 6.2.4 Local Plan Policy SP8 states that, "*The Council will secure a strong economy in Haringey and protect the borough's hierarchy of employment land, Strategic Industrial Locations, Locally Significant Industrial Sites and Local Employment Areas*". B uses are protected to meet the forecast demand of 137,000 sqm floorspace up to 2026.
- 6.2.5 Emerging DM Policy DM37 supports the modernisation, intensification and renewal of employment land and floorspace within designated Strategic Industrial Locations. Of relevance to this application part b of this policy promotes future flexibility of use including subdivision to provide for a range of business types and sizes, including small businesses. Flexible industrial space is also supported by draft Tottenham Area Action Plan Policy NT2, part b to enable small firms to start up and grow. It is important to note that the Council support development which increases job density and therefore helps to meet the employment needs of the Borough under part a of draft Policy NT2.
- 6.2.6 The current proposals for Phase 2 of the redevelopment at Mowlem Trading Estate will result in a 661 sqm reduction of existing flexible B1 (c), B2 and B8 floorspace from 6,950 sqm to 6,289 sqm. However, the quality and density of the new employment generating floorspace and the projected increase in the number of jobs to be created on-site will increase by 63 full-time existing employees to 110 full-time jobs and thus increase job opportunities for the local community in Haringey and for some of the residents living in Enfield which borders the site to the north. The principle of redevelopment for Phase 2 of Mowlem Trading Estate is acceptable which would align with the strategic aims and objectives of London Plan Policies 2.17 and 4.4, Local Plan Policy SP8, draft DM Policy DM37 and draft Tottenham Area Action Plan Policy NT2 by strengthening existing industrial employment land and creating local job opportunities.

#### *Health and safety*

- 6.2.7 The development site is situated in close proximity, and lies within the Middle Zone of Transco Gas Holder located on the north side of Leaside Road, and in the London Borough of Enfield. The Health and Safety Executive (HSE) is a statutory consultee for certain developments within the consultation distance of major Hazard sites/pipelines. The HSE has been consulted and in their formal response, they have not advised, on safety grounds, against the granting of planning permission. The nature, size and location of the Phase 2 proposal with the adjacent gasholder in mind, would therefore not prejudice future users of the



new development in terms of health and safety issues and is acceptable in this regard.

### **6.3 Impact on the amenity of adjoining occupiers**

6.3.1 The London Plan Policy 7.6 states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Saved Policy UD3 also requires development not to have a significant adverse impact on residential amenity in terms of loss of daylight, or sunlight, privacy overlooking, aspect noise, pollution and of fume and smell nuisance. Draft DM Policy DM1 'Delivering High Quality Design' continues this approach and requires developments to ensure a high standard of privacy and amenity for its users and neighbours.

6.3.2 The site forms part of Mowlem Trading Estate and within the wider Leaside Industrial Park. The neighbouring properties comprise large industrial units and forecourt parking associated with the general industrial use. The nearest residential properties are those sited off Willoughby Lane and Heybourne Road away to the south-west and west of the railway line. Given that the nearest residential properties are some 300 metres away from the application site, the redevelopment of the site would not materially impact on the amenity of residents in terms of daylight/sunlight, enclosure and outlook and noise pollution.

### **6.4 Design**

6.4.1 Local Plan Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity which is supported by London Plan Policies 7.4 and 7.6. Draft DM Policy DM1 'Delivering High Quality Design' continues this approach and requires development proposals to relate positively to their locality.

6.4.2 The proposed layout will follow the building lines of the Phase 1 development: new Units E and F/G will be situated on the eastern end of existing Units B and C; and the new block forming Units D3, D4, D5 and D6 will be attached to the eastern flank wall of the existing Unit D2.

6.4.3 The new industrial buildings will match the contemporary design and appearance of the consented Phase 1 development. They will be modular in shape with shallow pitched roofs, and be constructed out of silver metal cladding, gun metal box flashing and flat panels and the ground and first floor offices will be glazed. The design is simple and uncluttered, and would be in keeping with its industrial context and established appearance.

- 6.4.4 The Council's Design Officer has reviewed the application and raised no concerns with the exception of boundary improvements to the Leaside Road street frontage.
- 6.4.5 The proposal was presented to the Quality Review Panel on 14<sup>th</sup> December 2016.

QRP comments	Comments
<i>Boundary to Leaside Road</i>	
The industrial character of the area around the Mowlem Trading Estate will change in future, with plans for significant residential development at Meridian Water, and a Crossrail 2 Station at Northumberland Park.	Noted although Meridian Water falls outside the Borough.
The panel think this scheme could contribute to this process, by enhancing the quality of the environment on Leaside Road – which is likely to be used by many more pedestrians and cyclists in the future.	Noted.
They would encourage a reduction in the height of the boundary fence, currently shown as being 2.4m high. This does not provide a secure boundary to the site – there are no gates at entrances to the site.	The 2.4m high fence was recommended by secure by design officers.
The panel think a 1.8m fence should be sufficient, and that planning officers and the applicant should work with secured by design officers to agree this.	Noted.
<i>Landscape design</i>	
High quality landscape design has the potential to improve the appearance of the development, as well as the environment for people working there.	Noted.
Retention of the existing trees on Leaside Road is welcomed.	Noted.
The boundary to Leaside Road is currently untidy, despite planting as part of Phase 1. For example, pavement has not been reinstated where a previous vehicular access has been removed.	The reinstatement of the former crossover (Phase 1 development) has not yet been implemented by Highways.
The panel would encourage the applicant to create an attractive landscaped boundary towards Leaside Road, to improve the environment for pedestrians.	Noted.
Within the site, they would also encourage tree planting and landscaped areas for workers to sit outside during breaks.	Noted.
<i>Roof form</i>	

The design of the Phase 2 development is intended to match the completed Phase 1 scheme – however, the roof pitch is currently orientated in the opposite direction.	The pitch of the existing and proposed roofs are very shallow and not noticeable from the street or within the site.
The panel think designing the roof to follow the same orientation as Phase 1 would create a more consistent appearance.	The orientation of the south-facing roof pitch allows the installation of a no. of PV panels and to maximise solar gain.
Provision of photovoltaic panels is welcome, and should remain possible with east and west facing roof pitches.	Noted.
<i>Summary</i>	
The Quality Review Panel welcomes the proposals for Phase 2 of the redevelopment of the Mowlem Trading Estate. This will upgrade the quality of industrial buildings, which provide employment for this part of Haringey. In broad terms the panel supports the submitted scheme, but thinks there is scope for improvement of the landscape design. In particular the panel would encourage further thought about the boundary to Leaside Road. Plans for a large residential development at Meridian Water in Enfield, and a Crossrail 2 Station at Northumberland Park will transform the area around the trading estate. This scheme could contribute to that process by creating a better environment for pedestrians and cyclists around the site. As a detailed comment on the industrial buildings, the panel also suggested that the roof pitch should be designed with the same orientation as Phase 1.	

- 6.4.6 QRP principally raised concerns to the public realm and the landscaping treatment on Leaside Road. The former and existing temporary crossovers will be reinstated as part of the Highway Works secured under the Phase 1 development along this section of Leaside Road. The consented scheme has only been constructed since the beginning of this year and the shrubs and greenery will take time to gain full growth. A landscaping condition is recommended to be imposed on any grant of planning permission in order to ensure details of the boundary treatment within the scope of this Phase 2 development are acceptable. Furthermore, the 3 mature trees on Leaside Road will be retained as part of the proposals.
- 6.4.7 The existing 2.4m green perimeter fencing on Watermead Way which formed part of the Phase 1 development of the site has been extended to Leaside Road following a request by Cllr Bevan under this application. This change is reflected on revised drawing no. PL411D.
- 6.4.8 Officers recognised that a shorter 1.8m high fence as suggested by QRP and the Design Officer would provide both an improved public realm and environment for pedestrians/cyclists on Leaside Road and in anticipation of the large and future

residential development (Meridian Water) north of the site in the London Borough of Enfield. However, there has been 12 reported incidents of crime over the past year at Mowlem Trading Estate, and a height reduction from the current 2.4m would be contrary to the Secure by Design guidelines which would compromise safety and security at the estate. This can be reviewed once the Meridian Water development comes forward and as part of the preliminary discussions for the future Phase 3 redevelopment of the estate.

## 6.5 Parking and highway safety

6.5.1 Local Plan Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in Policies DM31 and DM32 of the Development Management DPD pre-submission version 2016.

6.5.2 London Plan Policy 6.14 directs, '*developments that generate high numbers of freight movements close to major transport routes*', where paragraph 5.1.22 of Local Plan Policy SP7 states, '*The Mayor's Land for Industry and Transport SPG urges boroughs to make employment land available for transport functions, such as rail freight facilities, bus garages and waste management facilities*'.

6.5.3 Saved UDP Policy M8 cites, '*The Council will only promote access roads to commercial and industrial premises if the premises are:*

- a) located advantageously in relation to main roads and railways to accommodate the generation of heavy freight.*
- b) provide facilities for the handling of freight to secure efficient distribution.*
- c) located to reduce the movement of vehicles on roads not suitable for them.*
- d) located to encourage the use of rail and water to carry freight traffic.*
- e) located and designed to minimise any adverse impact on the strategic road network'.*

6.5.4 The proposed schedule of parking for the individual units is:

Unit	Floor Area (sqm)	Car Parking Bays	Disabled Bays	Cycle Parking	Servicing Bays
Unit D3	464	2	2	2	1
Unit D4	451	2	2	2	1
Unit D5	456	2	2	2	1
Unit D6	456	2	2	2	1
Unit E	3,297	15	2	9	4
Unit F/G	1,504	10	4	4	2
<b>Total</b>	<b>6,628</b>	<b>33</b>	<b>14</b>	<b>21</b>	<b>10</b>

- 6.5.5 In addition, there will be an additional 22 parking, comprising 2 disabled bays, 15 regular bays and 5 van bays, provided in a separate car park along Leaside Road in association within the site. Therefore the total car parking provision for the site will be 69 spaces in total, including the 33 regular bays and 14 disabled bays
- 6.5.6 The total existing number of on-site parking spaces is 87 with no parking for HGV, motorcycles, disabled spaces and cycle spaces.
- 6.5.7 Vehicular access to the Mowlem Trading Estate will be retained via the existing Leaside Road access. The existing temporary access/egress to/from Leaside road which facilitated the Phase 1 development will be removed under this Phase 2 application. The stopping up of the existing crossover was secured by a financial contribution in the s106 legal agreement of the Phase 1 application. The main estate road off Leaside Road will be retained. 2 new estate roads have been created off the existing and main central estate road to permit vehicular access to the Phase 1 and Phase 2 units.
- 6.5.8 The proposed redevelopment will result in the loss of 18 off street car parking spaces. It is to be noted that as the applicant is proposing to reduce the floor area this will result in generating less trips when compared to the Phase 1 development and approved under planning application reference HGY/2013/1792. There will be a reduction of 6 vehicular trips during the AM peak hour and 3 vehicular trips during the PM peak hour.
- 6.5.9 Notwithstanding the above the total car parking provision proposed using the new floor area is in line with the Council's car parking standards which requires the applicant to provide 1 car parking space per 100-600 sqm. The car parking provision based on one car parking space per 100 sqm would be 66 off street car parking space. The applicant is proposing to provide 69 off street car parking spaces within the site, including 14 wheel chair accessible car parking spaces which will meet the parking standards and therefore the number of car parking spaces proposed is acceptable.
- 6.5.10 The application includes the provision of 21 cycle parking spaces, but the applicant has not included details on the type of cycle parking facility proposed. The proposed cycle parking should be provide line London Cycle Design standard recommendations for work place cycle parking and a cycle condition will be imposed to the decision to ensure compliance.
- 6.5.11 The recommended imposition of Construction Management Plan (CMP) and Construction Logistics Plan (CLP) and Delivery and Service Plan (DSP) conditions on any grant of planning permission subject to details are acceptable in consultation with Transportation and the Highways Authority will ensure that

the proposal will not have any impact on the local transportation and highways network.

## **6.6 Accessibility**

- 6.6.1 The NPPF and London Plan Policies 3.8 and 7.2, Local Plan Policy SP11 and draft DM Policies DM1 and DM2 require all development proposals to provide satisfactory access for disabled people. All development proposals should be built in accordance with Part M of Building Regulations to ensure any new development is suitable for disabled users.
- 6.6.2 The applicant has shown its commitment towards creating an inclusive environment within its design and access statement. 20% disabled parking as close as possible to the main entrances has been provided for. A lift and a unisex accessible ground floor toilet have been included within the individual units and level entry and wide entrances (min. 1800mm) have been provided to facilitate ease of entry for disabled users and those with mobility difficulties.
- 6.6.3 In terms of the internal design, visual manifestations at two heights will be applied to large glazed panels, and colour contrast and lighting will enable partially sighted people to readily identify features such as doors, lifts, signs etc. All doors will be a min. 1200mm wide, stairs to be 1000mm wide and will be within the maximum rise (170mm) and going (200mm) for steps. It is considered that the applicant has demonstrated that the new development has been laid out and inclusively designed in order to meet the needs of those with disabilities and the wider community in accordance to the NPPF and to London Plan Policies 3.8 and 7.2, Local Plan Policy SP11 and draft DM Policies DM1 and DM2

## **6.7 Sustainability**

- 6.7.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, as well as Policy SP4 of Haringey's Core Strategy set out the sustainable objectives in order to tackle climate change. Information is sought regarding how far commercial development proposals meet the BREEAM 'Very Good' criteria, and where sustainability measures such as the use of rainwater harvesting, renewable energy, energy efficiency, etc are included as part of the proposals.
- 6.7.2 The make up of the BREEAM overall rating to which a development is assessed against consists of nine separate components (plus innovation): management, health & wellbeing, energy, transport, water, waste, pollution, land use & ecology and materials.
- 6.7.3 The applicant has submitted a sustainability statement which demonstrates the new development (58.78%) will provisionally achieve a BREEAM rating of 'Very Good' (min. 55%), according to an Accredited Professional (AP) assessor. The proposal will incorporate features such as dual flush, low volume WC's, reduced

flow taps and showers, water meter displays, SuDs, recycled materials, locally sourced timber and travel plan. A post-completion condition will be attached to the decision to ensure the development achieves a BREEAM "very good" standard as set out in the report.

- 6.7.4 London Plan Policy 5.2 requires major developments meet the targets for carbon dioxide emissions reduction in non-domestic buildings: 40 per cent improvement on 2010 Building Regulations between 2013 and 2016. It also requires major development proposals should include a detailed energy assessment to demonstrate how the targets for carbon dioxide emissions reduction and carbon dioxide reduction targets through the use of on-site renewable energy generation should be met on-site.
- 6.7.5 The applicant has provided an energy statement in light of the above energy context and requirements. The proposal will achieve a site wide carbon reduction of 35.62%. This is less than the London Plan 40% requirement but on balance, deemed acceptable given the marginal shortfall and the other benefits the proposal will bring such as better purpose-built industrial units. The proposal is therefore acceptable in this regard.

## **6.8 Flood risk**

- 6.8.1 The site predominantly falls within flood risk zone 1 with vehicular access points within flood risk zones 2 and 3. Zone 1 indicates low probability of flooding which comprises land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%). Zones 2 and 3 have medium and high probability to flooding, comprising land assessed as having between a:
- 1 in 100 and 1 in 1,000 annual probability of river flooding (1% – 0.1%), or between a 1 in 200 and 1 in 1,000 annual probability of sea flooding (0.5% – 0.1%) in any year (Zone 2); and
  - 1 in 100 or greater annual probability of river flooding (>1%), or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year (Zone 3)
- 6.8.2 The building footprint proposed will fall within Zones 2 and 3. In mitigation, floor levels within the building will be elevated and a void created below the building which will remain suitable for the ingress of floodwaters. Existing ground levels will not be changed and existing floodplain volumes will remain unaffected. The design of the finished floor, access, and basement entry levels will also have a minimum freeboard 0.3m as previously confirmed as part of Phase 1 investigations by the Environment Agency. Safe access and egress will also be achieved during a flood event at the site.
- 6.8.3 Local Plan Policy SP5 recommends flood risk assessments (FRA) in conjunction with the Environment Agency to identify critical drainage areas susceptible to

surface water flooding, and to develop measures to manage, and where possible, reduce the risk of surface water flooding. This stance aligns with London Plan Policy 5.12 which seeks to address current and future flood issues and minimise risks in a sustainable and cost effective way.

6.8.4 The applicant has submitted a flood risk assessment and Sustainable Drainage Systems (SUDS) statement. London Plan Policy 5.13 sets out the drainage hierarchy for SUDS so greenfield run-off rates are achieved and that surface water run-off is managed as close to its source as possible:

1. store rainwater for later use;
2. use infiltration techniques, such as porous surfaces in non-clay areas;
3. attenuate rainwater in ponds or open water features for gradual release;
- 4 attenuate rainwater by storing in tanks or sealed water features for gradual release;
- 5 discharge rainwater direct to a watercourse;
- 6 discharge rainwater to a surface water sewer/drain; and
- 7 discharge rainwater to the combined sewer

6.8.5 The applicant has calculated that flows will be controlled from the site at a rate of 205 litres per second for the site which is equivalent to 149 litres per second per hectare. In addition, it has been calculated 90 litres per second for a 600minute storm duration when the Pymmes Brook is at risk of flooding flows and storage has been provided on site to retain this runoff until such times as Pymmes Brook has sufficient capacity to receive flows.

6.8.6 The EA has been consulted and raised no objection subject to recommending the imposition of risk assessment, verification, contamination, surface water drainage and piling conditions. In summary, subject to conditions, it is considered that the design of the proposed SUDS is acceptable to help mitigate severe flooding events in accordance with Local Plan Policy SP5 and London Plan Policies 5.12 and 5.13.

## **6.9 Section 106**

6.9.1 This application will be subject to the following Section 106 Heads of Terms and is required to comply with r122 of the CIL Regulations 2010:

- a) Commercial Travel Plan
- b) Construction training / local labour initiatives
- c) Carbon off setting
- d) Considerate contractor

## **6.10 Conclusion**



- The redevelopment of Mowlem Trading Estate comprises 22 units in total and it is intended to be built in 3 separate phases: Phase 1 – Unit 11; Phase 2 – Units 1 to 10; and Phase 3 – Units 12 to 22.
- Members of the Planning Sub-Committee on 11<sup>th</sup> November 2013 approved planning permission (reference. HGY/2013/1792) for Phase 1 of the redevelopment of the site. This permission was subject to the signing of a section 106 legal agreement and it was signed on 13<sup>th</sup> December 2013. The consented scheme created 5 new buildings (Units A, B, C, D1 and D2).
- The proposed Phase 2 redevelopment of the site at Units 1-10, Mowlem Trading Estate is considered acceptable as it would comply with local plan policies on a site which is designated as a Strategic Industrial Land (SIL) and will support and enhance employment opportunities whilst meeting one of the Council's strategic aspirations of the area. There will be some reduction in existing flexible B1 (c), B2 and B8 floorspace currently on the site. However, the loss would be compensated by the additional quantity of employment generating floorspace and the increase in the potential number of jobs that would be accommodated on-site should planning consent be granted.
- The redevelopment of the site would not have material adverse impact on the existing nearest residential properties on Willoughby Lane and Heybourne Road, which is approximately 300 metres away from the site, in terms of loss of day/sunlight, enclosure, outlook, overlooking / loss of privacy and significant noise pollution.
- The design and form of the proposed development of the site, which is Phase 2 of the redevelopment of the Mowlem Industrial site, is considered to be compatible and consistent within its industrial setting and recently constructed Phase 1 development.
- The proposal, subject to satisfying Construction Management Plan/Construction Logistics Plan and Delivery and Service Plan details as required by the imposition of a condition would not have any material adverse impacts on the local transportation and highways network.
- The proposal would attain a minimum 'Very Good' BREEAM rating to help reduce carbon emissions, and incorporates an acceptable sustainable urban drainage system to help mitigate surface water flooding from extreme storm events.
- All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

## 6.6 CIL

Based on the information given on the plans, this proposal will not be liable to the Mayoral CIL and Haringey CIL charge as it will result in a net reduction in gross internal floorspace.

## **8.0 RECOMMENDATIONS**

GRANT PERMISSION subject to conditions and subject to sec. 106 Legal Agreement

Applicant's drawing No.(s) 400A, 401A, 402A, 403B, 404C, 405C, 406B, 407B, 408A, 409A, 410A, 411D, 412B, 413A, 414A, 0102.01A, 0102.01A & 0102.01D

Subject to the following condition(s)

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of s91 Town and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

2. The approved plans comprise drawing nos. (400A, 401A, 402A, 403B, 404C, 405C, 406B, 407B, 408A, 409A, 410A, 411D, 412B, 413A, 414A, 0102.01A, 0102.01A & 0102.01D). The development shall be completed in accordance with the approved plans except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

3. Notwithstanding the description of the materials in the application, no development shall take place until precise details of the materials to be used in connection with the development hereby permitted be submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority and retained as such in perpetuity.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

4. No development shall take place until full details of both hard and soft landscape works have been submitted to, and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include: proposed finished levels or contours; means of boundary fencing /

railings; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.); retained historic landscape features and proposals for restoration, where relevant.

Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme). The soft landscaping scheme shall include detailed drawings of:

- a. those existing trees to be retained.
- b. those existing trees to be removed.
- c. those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent. All such work to be approved in writing by the Local Planning Authority.
- d. Those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development.

Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be retained thereafter.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area

5. No development shall take place until details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. Details of cycle parking should be provided in line London Cycle Design standard recommendations for work place cycle parking. The development shall be carried out in accordance with the approved details and retained as such in perpetuity.

Reason: To ensure that the cycle parking facility proposed are fit for purpose and are provided in line with the London Cycle Design Standard.

6. No development shall take place until location details of the Electric Vehicle Charging Points (ECVPs) have been submitted to, and approved in writing by the Local Planning Authority. Details of ECVPs should be provided in line London Plan standard recommendations. The development shall be carried out in accordance with the approved details and retained as such in perpetuity.

Reason: To promote a sustainable mode of travel and in line with the London Plan standards.

7. 6 weeks (six weeks) prior to construction works commencing on site of the development hereby permitted a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) shall be submitted to, and approved in writing by the Local Planning Authority. The Plans should provide details on how construction work (inc. demolition) would be undertaken in a manner that disruption to traffic and pedestrians circulating within the industrial estate and on Leaside Road, Watermead Way and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods. The development shall be carried out in accordance with the approved details.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation network.

8. Prior to the first occupation of the development hereby permitted, a Delivery and Service Plan (DSP) shall be submitted to, and approved in writing by the Local Planning Authority. Details shall include servicing of the commercial units. The development shall be carried out in accordance with the approval details.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation

9. No development shall commence until the information from the Phase 1 Desktop Study and Phase IIb Site Investigation has been submitted to, and approved in writing by the Local Planning Authority. Details shall include a Method Statement detailing the remediation requirements and also any post remedial monitoring prior to that remediation being carried out on site.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

10. Prior to occupation of the development hereby approved where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that

the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

11. No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted to, and approved in writing by the Local Planning Authority. This shall be with reference to the London Code of Construction Practice. In addition either the site or the Demolition Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site. The development shall be carried out in accordance with the approved report.

Reason: To protect Groundwater.

12. Prior to each phase of development approved by this planning permission no development (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

- 1) A preliminary risk assessment which has identified:

- all previous uses,
- potential contaminants associated with those uses,
- a conceptual model of the site indicating sources, pathways and receptors,
- potentially unacceptable risks arising from contamination at the site.

- 2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

- 3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

- 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To protect Groundwater.

13. No occupation of each phase of development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: The verification report should be undertaken in accordance with our guidance [Verification of Remediation of Land Contamination](http://publications.environment-agency.gov.uk/pdf/SCHO0210BRXF-e-e.pdf)  
<http://publications.environment-agency.gov.uk/pdf/SCHO0210BRXF-e-e.pdf>

14. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy to the Local Planning Authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason: No site investigation fully characterises a site. Not all of the site area was accessible during the investigations to date.

15. No infiltration of surface water drainage into the ground at this site is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: Infiltrations SUDs/ soakaways through contaminated soils are unacceptable as contaminants can remobilise and cause groundwater pollution.

16. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: Some piling techniques can cause preferential pathways for contaminants to migrate to groundwater and cause pollution.

17.No development shall take place until a detailed design and associated management and maintenance plan of surface water drainage for the site using sustainable drainage methods for the lifetime of the development has been submitted to, and approved in writing by the Local Planning Authority. The approved drainage system shall be implemented in accordance with the approved detailed design prior to the use of the building commencing.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal.

18.a) 6 months post completion of the development hereby approved a post construction certificate or evidence issued by an independent certification body, confirming a rating of BREEAM "very good" standard has been achieved shall be submitted to, and approved in writing by the Local Planning Authority.

The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed rating of BREEAM "very good" under BREEAM UK (New construction) 2014 version, and shall be maintained as such thereafter.

b) In the event that the development fails to achieve the agreed rating for the development, a full schedule and costing of remedial works required to achieve this rating shall be submitted to the Local Planning Authority for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Planning Authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reasons: In the interest of addressing climate change and to secure sustainable development

19.Prior to the commencement of the development hereby permitted, details of the measures to be incorporated into the development demonstrating how the principles and practices of the 'Secured by Design' scheme have been included shall be submitted to, and approved in writing by the Local Planning Authority. Once approved in writing by the Local Planning Authority in consultation with the Metropolitan Police Designing Out Crime Officers, the development shall be carried out in accordance with the agreed details.

Reason: In the interest of creating safer, sustainable communities.

**Informatives:**

INFORMATIVE : In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of

the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

INFORMATIVE: In aiming to satisfy Condition 20 the applicant should seek the advice of the Police Designing Out Crime Officers (DOCOs). The services of the Police DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813. It is the policy of the local planning authority to consult with the DOCOs in the discharging of community safety condition(s).

INFORMATIVE: Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

INFORMATIVE: 1) Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination. [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/297401/scho0804bibr-e-e.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/297401/scho0804bibr-e-e.pdf)

2) Refer to the Environment Agency Guiding Principles for Land Contamination for the type of information that we require in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health. <https://www.gov.uk/government/publications/managing-and-reducing-land-contamination>

3) Refer to our website at [www.environment-agency.gov.uk](http://www.environment-agency.gov.uk) for more information.

4) The Environment Agency expects the site investigations to be carried out in accordance with best practice guidance for site investigations on land affected by land contamination. E.g. British Standards when investigating potentially contaminated sites and groundwater, and references with these documents:

- BS 5930: 1999 A2:2010 Code of practice for site investigations;
- BS 10175:2011 Code of practice for investigation of potentially contaminated sites;
- BS ISO 5667-22:2010 Water quality. Sampling. Guidance on the design and installation of groundwater monitoring points;
- BS ISO 5667-11:2009 Water quality. Sampling. Guidance on sampling of groundwaters (A minimum of 3 groundwater monitoring boreholes are required to establish the groundwater levels, flow patterns and groundwater quality.)



- Use MCERTS accredited methods for testing contaminated soils at the site.

A Detailed Quantitative Risk Assessment (DQRA) for controlled waters using the results of the site investigations with consideration of the hydrogeology of the site and the degree of any existing groundwater and surface water pollution should be carried out.

In the absence of any applicable on-site data, a range of values should be used to calculate the sensitivity of the input parameter on the outcome of the risk assessment.

GP3 version 1.1 August 2013 provided further guidance on setting compliance points in DQRAs.

Where groundwater has been impacted by contamination on site, the default compliance point for both Principal and Secondary aquifers is 50m.

Following the DQRA, a Remediation Options Appraisal to determine the Remediation Strategy in accordance with CRL11.

The verification plan should include proposals for a groundwater-monitoring programme to encompass regular monitoring for a period before, during and after ground works.

E.g. monthly monitoring before, during and for at least the first quarter after completion of ground works, and then quarterly for the remaining 9-month period.

INFORMATIVE : Hours of Construction Work: The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

- 8.00am - 6.00pm Monday to Friday
- 8.00am - 1.00pm Saturday
- and not at all on Sundays and Bank Holidays.

INFORMATIVE: The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

INFORMATIVE: The London Fire Brigade strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers

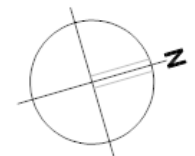
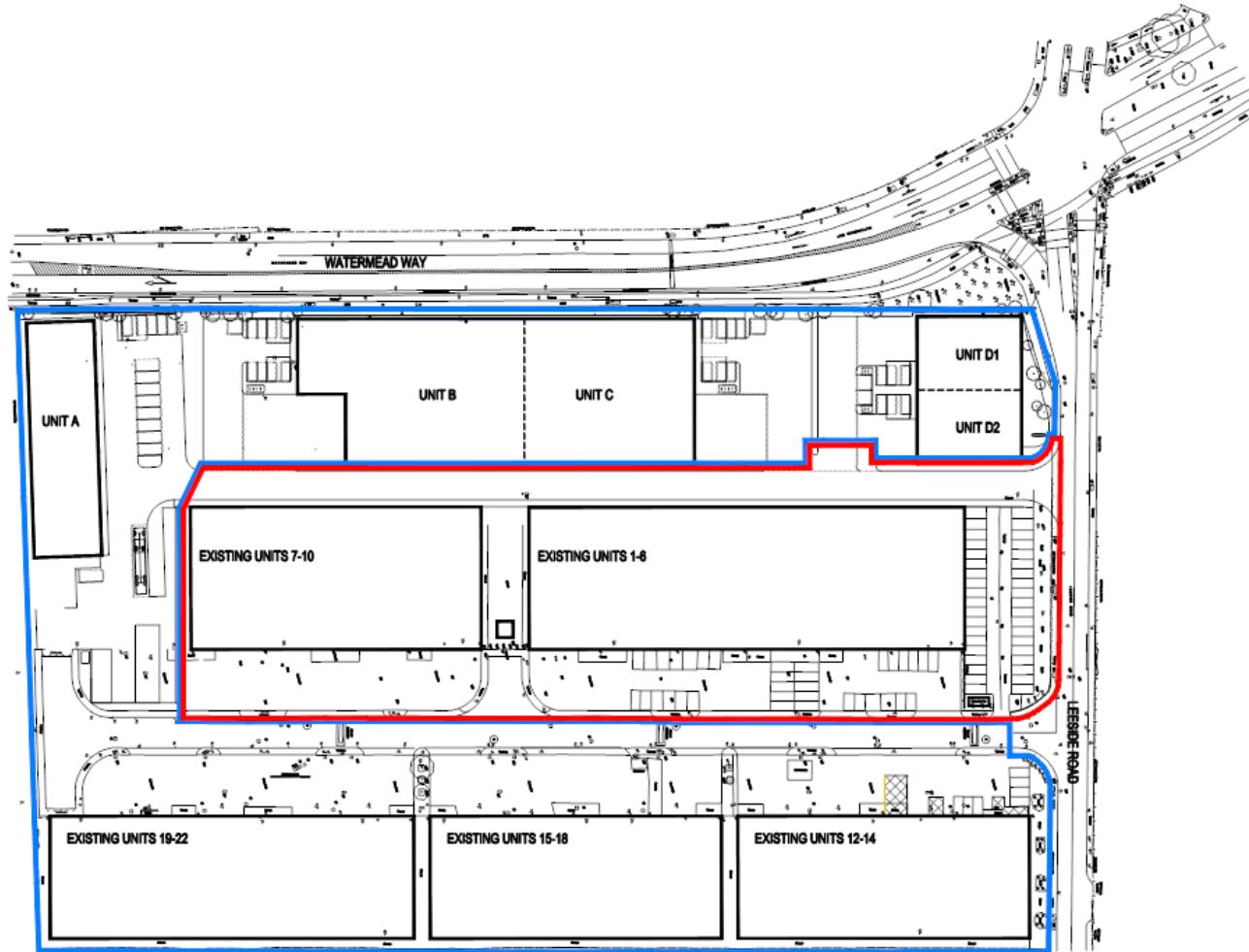
and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier. .

Appendix 1 Consultation Responses from internal and external agencies

<b>Stakeholder</b>	<b>Question/Comment</b>	<b>Response</b>
<b>INTERNAL</b>		
<b>Transportation</b>	No objection subject to cycle, CLP/CMP and DSP conditions and Travel Plan in the s106 legal agreement.	As per Conditions 5-8 and s106 agreement
<b>Design</b>	No objection.	Noted.
<b>Carbon Management</b>	No objection subject to the imposition of energy, PV and BREEAM conditions.	As per Conditions 18 and s106 agreement
<b>Environmental Health</b>	No objection subject to the imposition of contamination and control of dust conditions.	As per Conditions 9-11
<b>Drainage Engineer</b>	No objection subject to the imposition of SuDs condition	As per Condition 17
<b>EXTERNAL</b>		
<b>Environment Agency</b>	No objection subject to the imposition of risk assessment, verification, contamination, surface water drainage and piling conditions	As per Conditions 12-16
<b>Designing Out Crime Officer</b>	No objection subject to the imposition of a Secured by Design condition	As per Condition 21
<b>Network Rail</b>	No objection	Noted.
<b>TfL</b>	No objection subject to the imposition of electric vehicle charging point, cycle, CLP and DSP conditions	As per Conditions 5-8
<b>London Fire Brigade</b>	No objection subject to the imposition of a sprinkler informative.	As per informative
<b>Historic England</b>	No comments.	Noted.
<b>Greater London Archaeological Advisory Service (GLAAS)</b>	No objection.	Noted.
<b>Health and Safety Executive:</b>	No objection.	Noted.

Stakeholder	Question/Comment	Response
<b>NEIGHBOURING PROPERTIES</b>	None	NA
<b>OTHERS</b>		
<b>Cllr Bevan</b>	A request for the perimeter fencing to match the same dark green treatment as the recently constructed Phase 1 estate.	The applicant has provided an updated drawing ref. PL411D (replacing PL411B) to show the fence being replaced with a new fence 2.4m high and coloured green to match the fencing to Watermead Way provided as part of the Stage 1 development

**Appendix 2 Plans and Images**



Location plan

Existing Site Photos

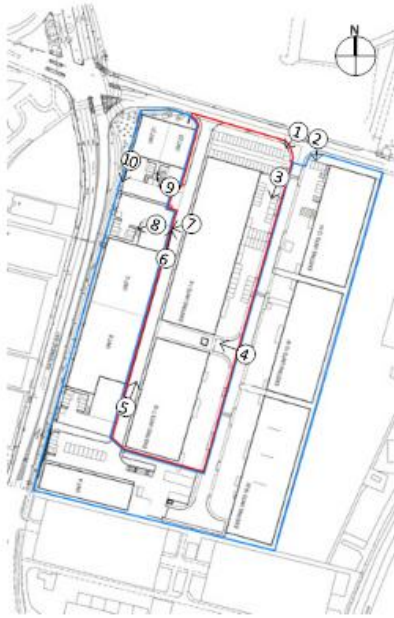


Photo location diagram (not to scale)



View 1



View 2



View 3



View 4



View 5



View 6



View 7



View 8

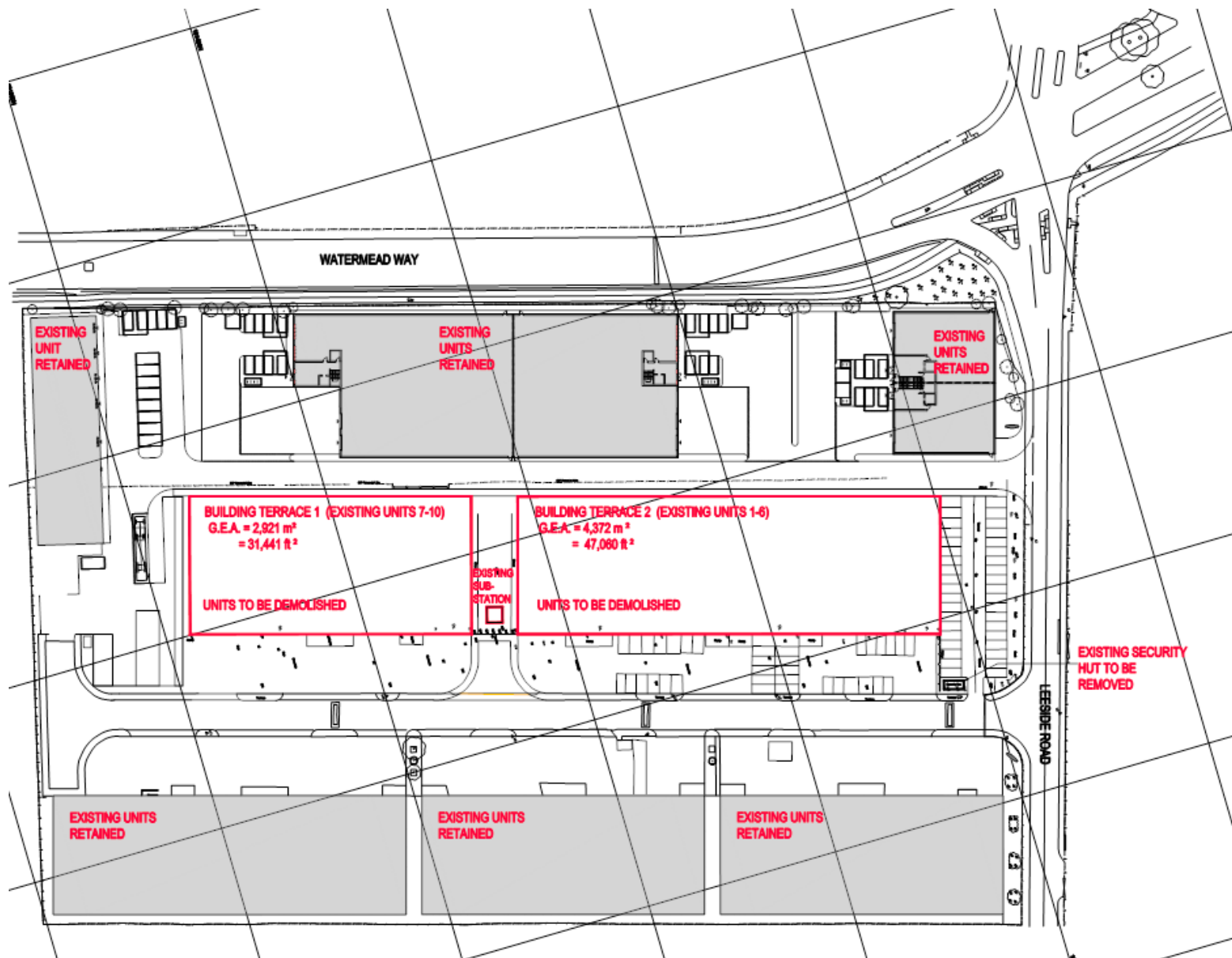


View 9

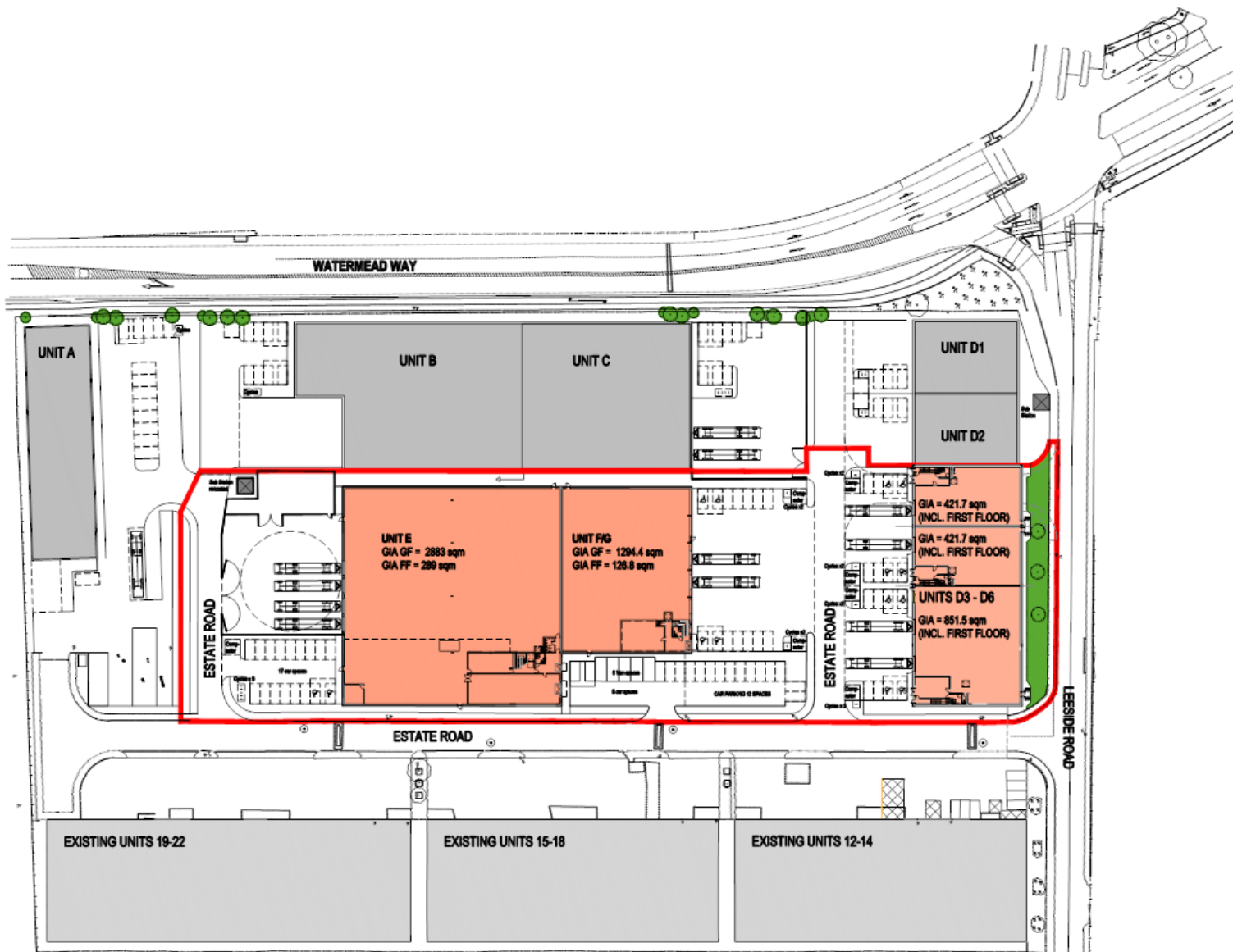


View 10

Site photos

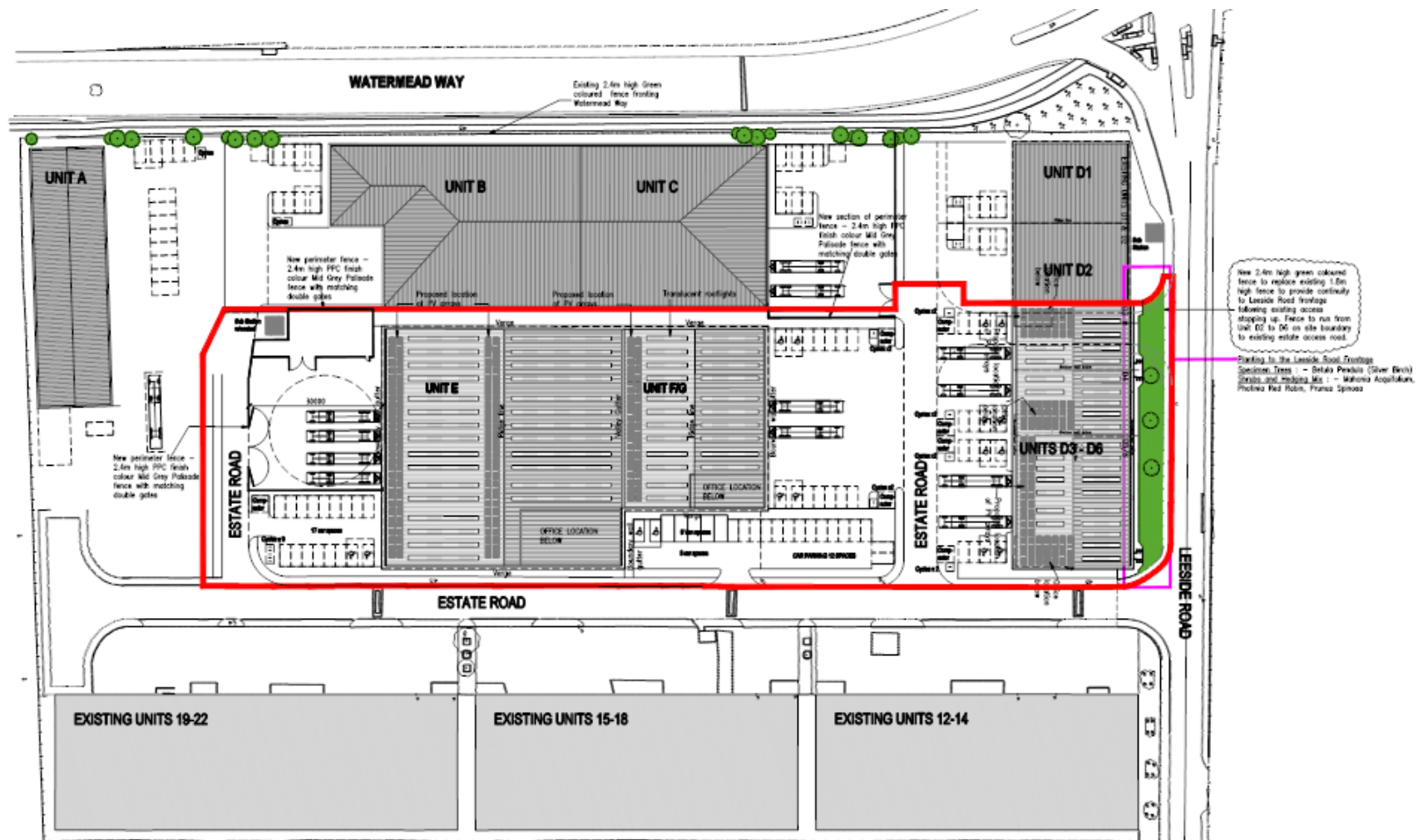


Proposed demolition

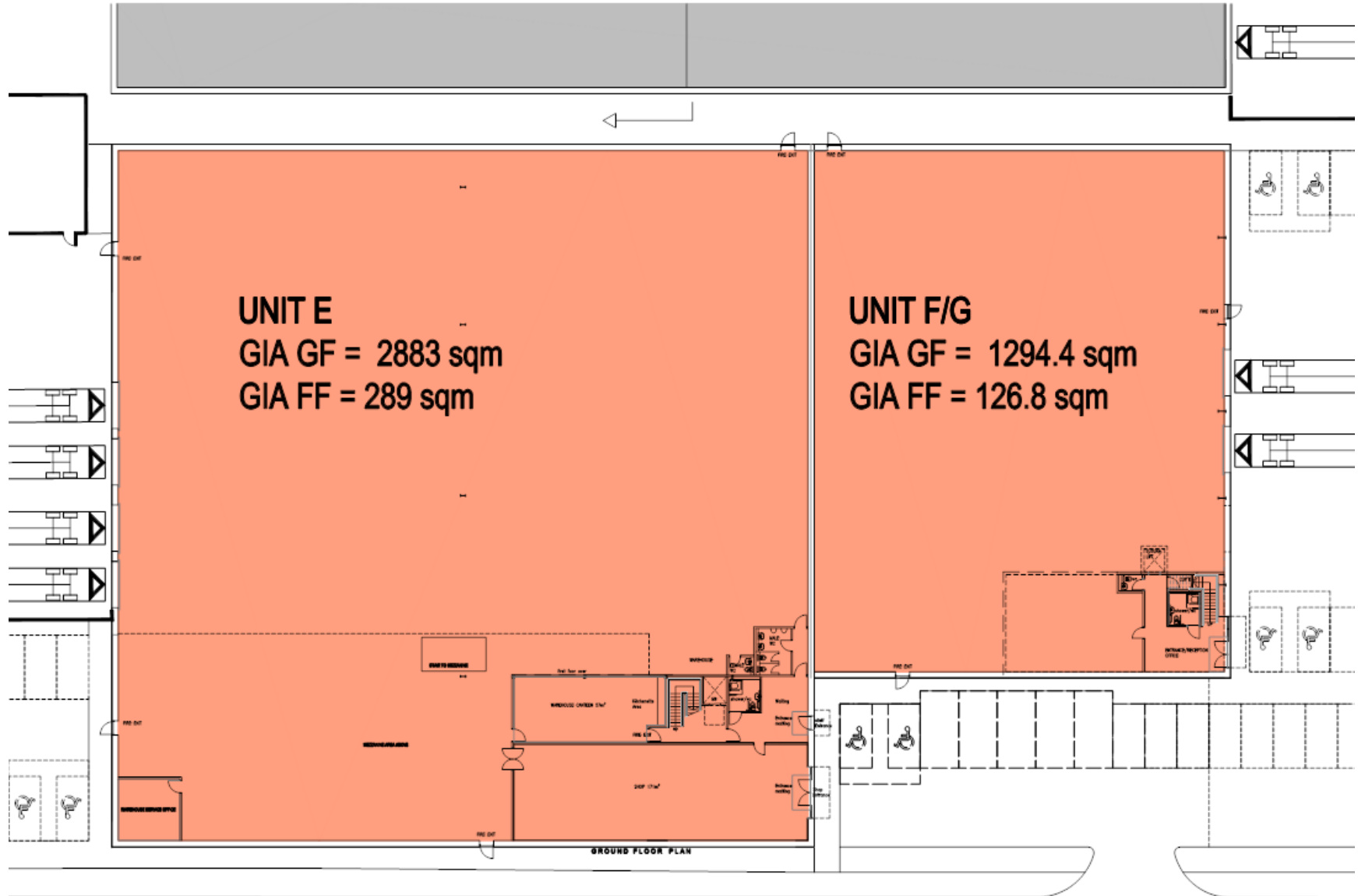


Proposed site layout

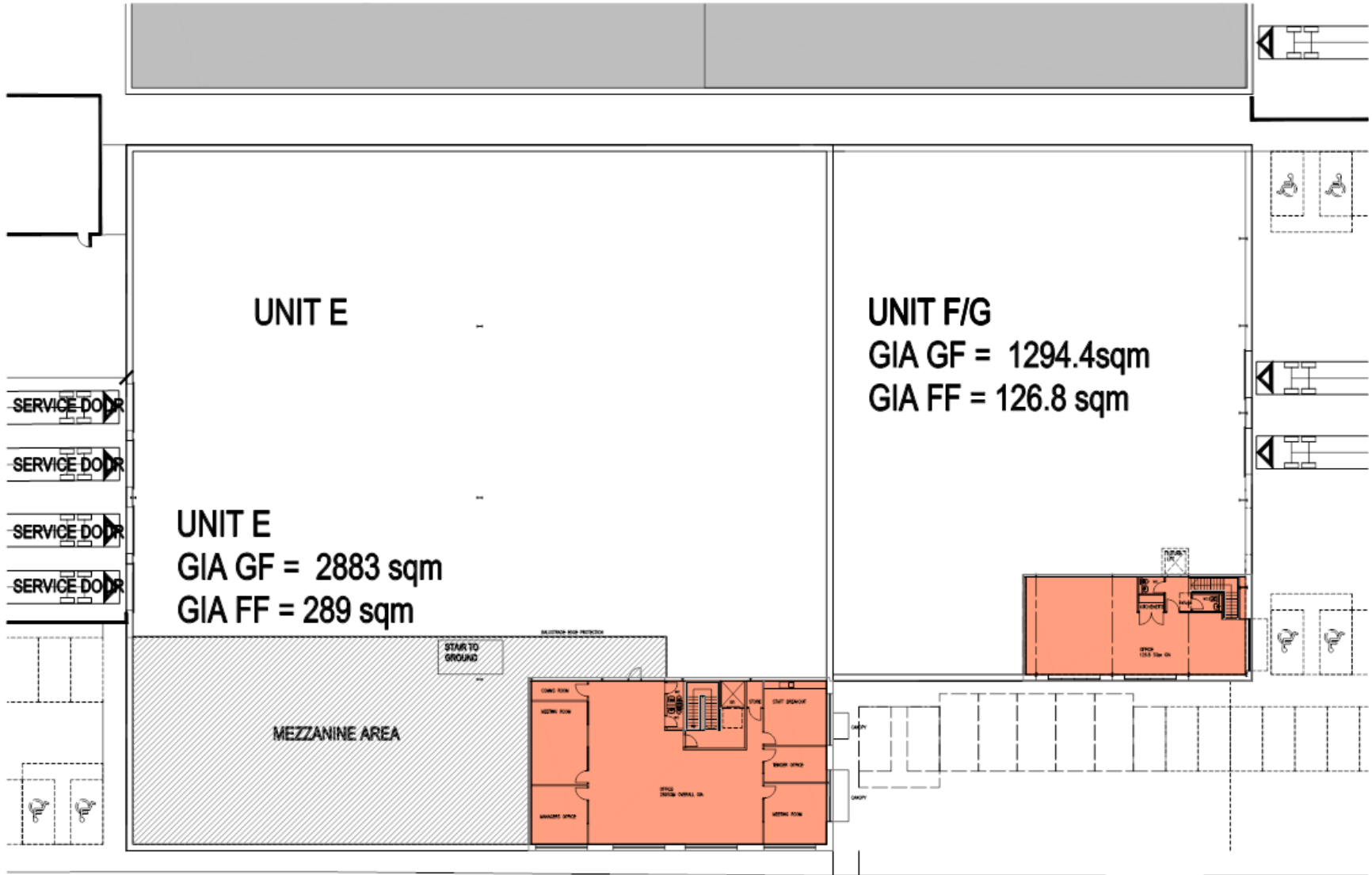




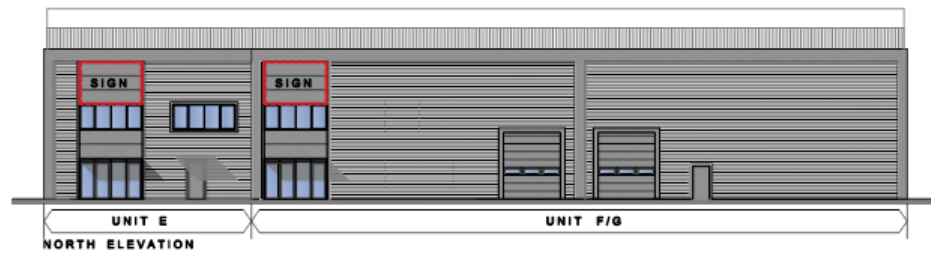
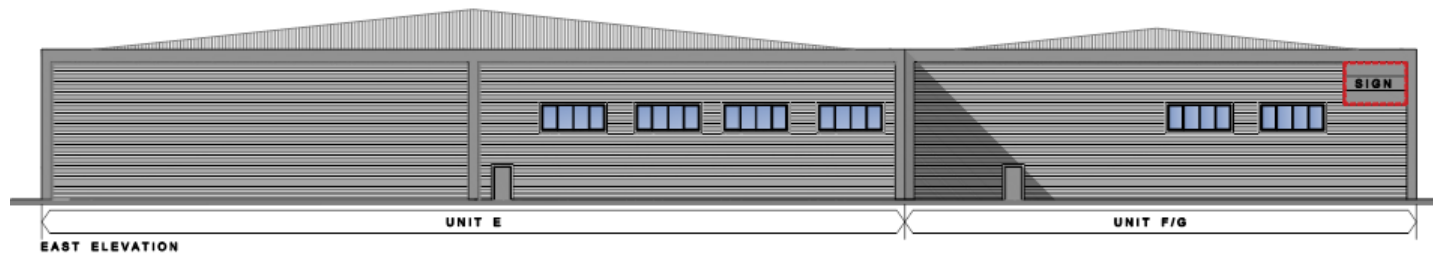
Proposed site layout, roof plan, fencing and landscaping



Proposed Units E & F/G ground floor layout



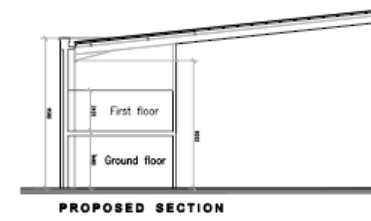
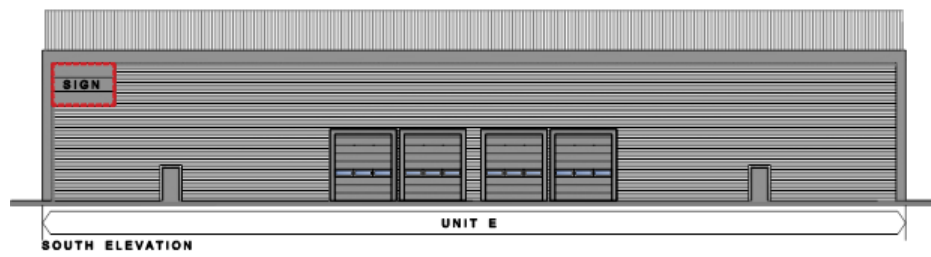
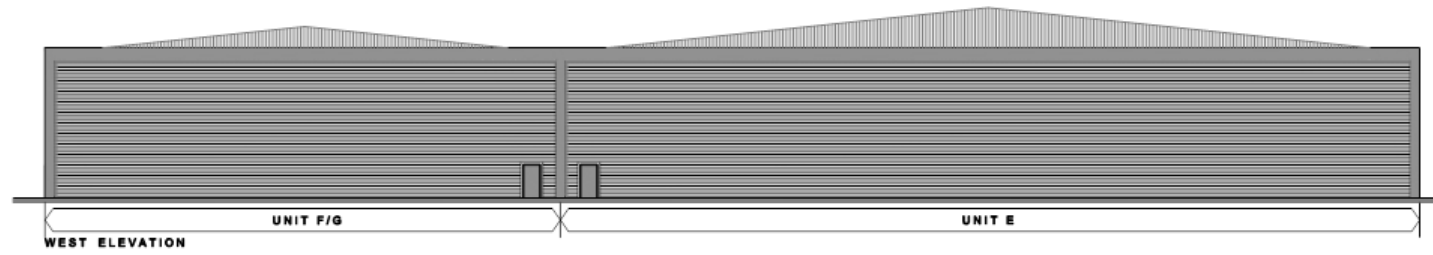
Proposed Units E & F/G first floor layout



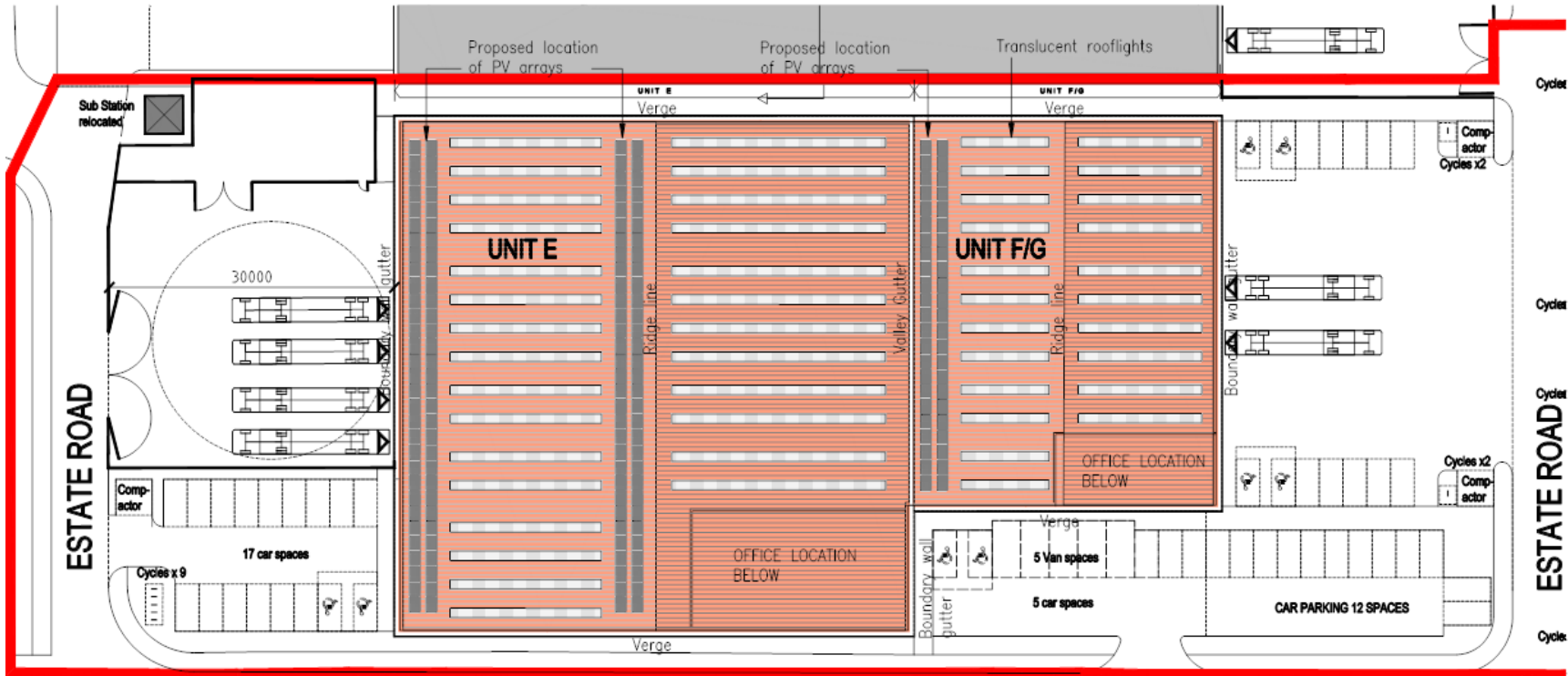
**PROPOSED MATERIALS**

- ▨ Profiled metal roof sheeting, Colour Light Grey
- ▨ Horizontal profiled metal cladding, Colour Silver (light grey)
- ▨ Flat metal panel cladding, Colour Dark Grey

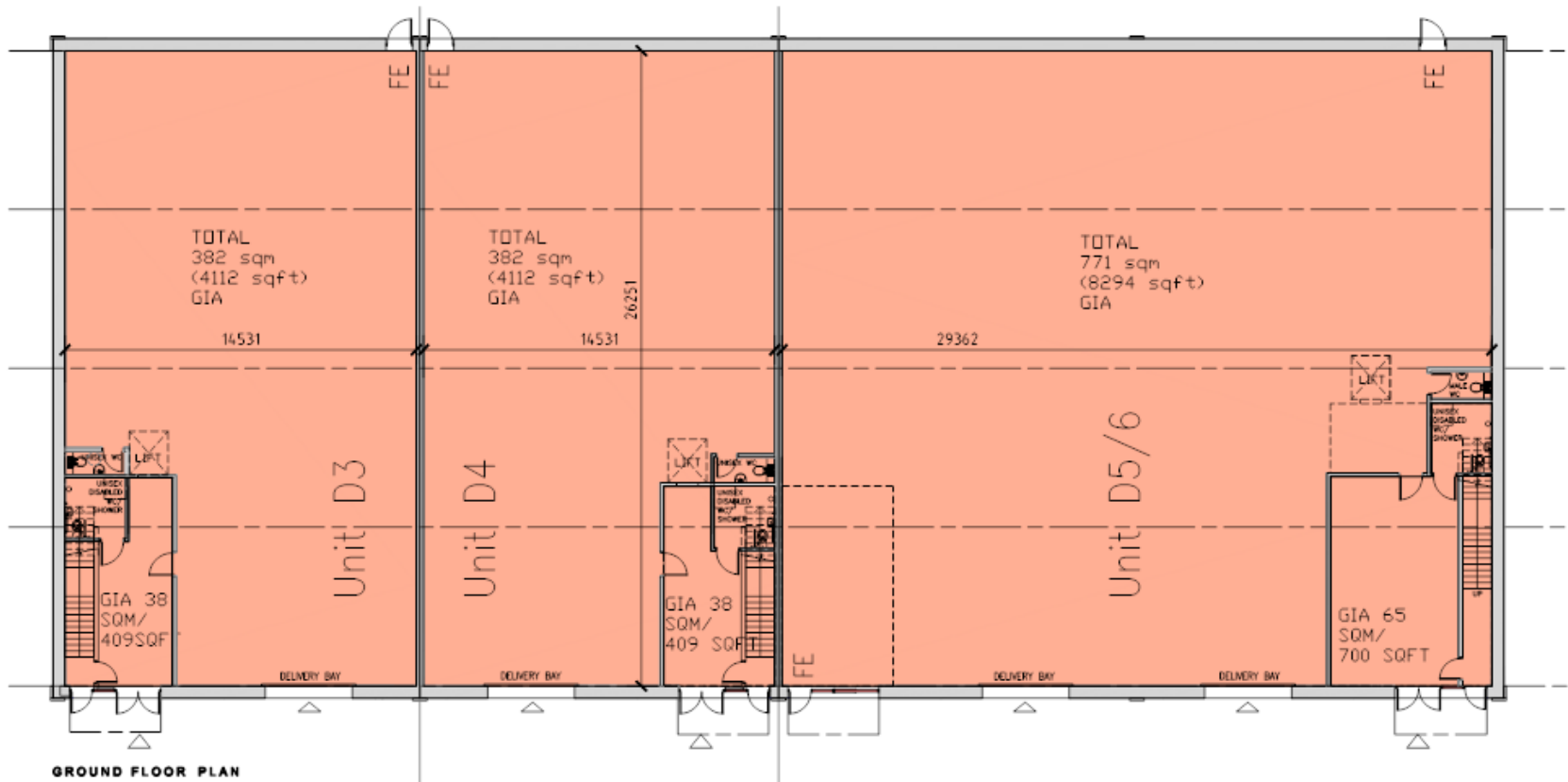
*All service doors, personnel doors and window frames to be polyamide powder coated dark grey. Personnel entrance canopy to be glass, all supporting structure to be dark grey.*



Proposed Units E & F/G elevations and section



Proposed Units E & F/G roof plans

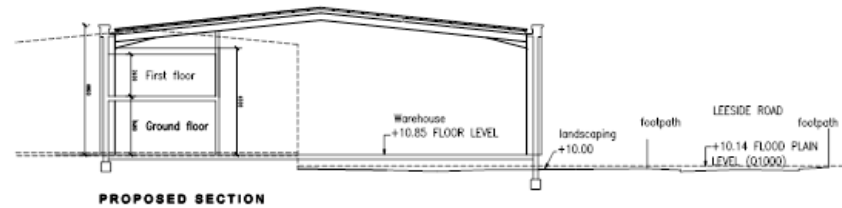
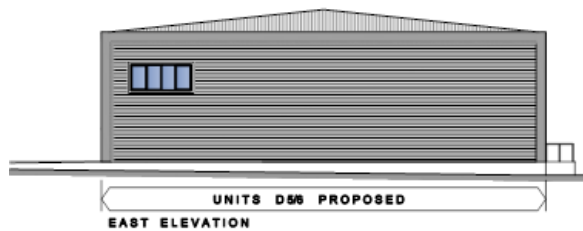
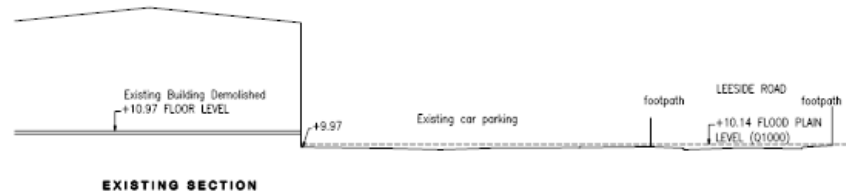
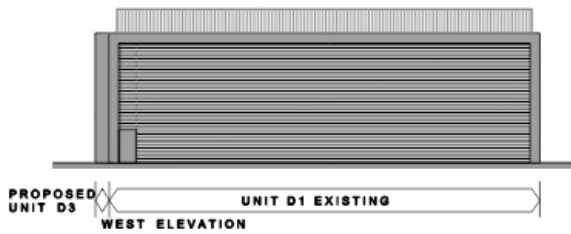
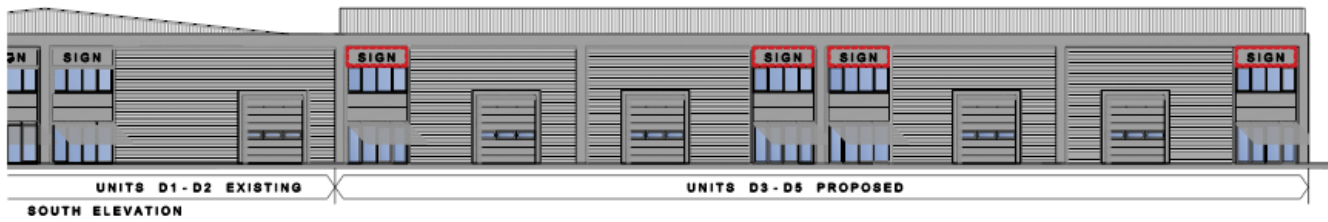
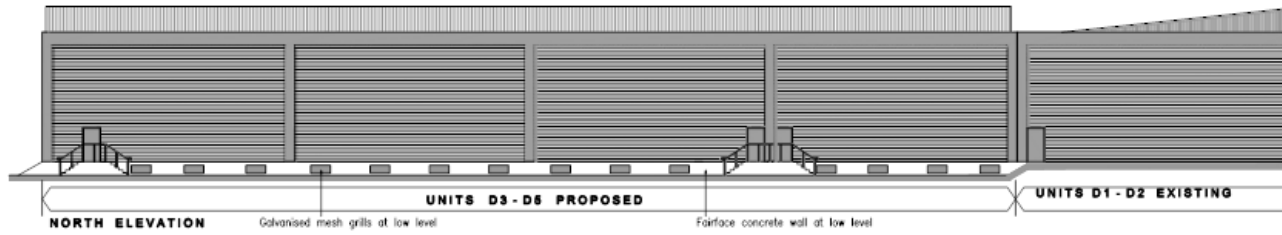


Proposed Units D3 – D5 ground floor layout



**FIRST FLOOR PLAN**

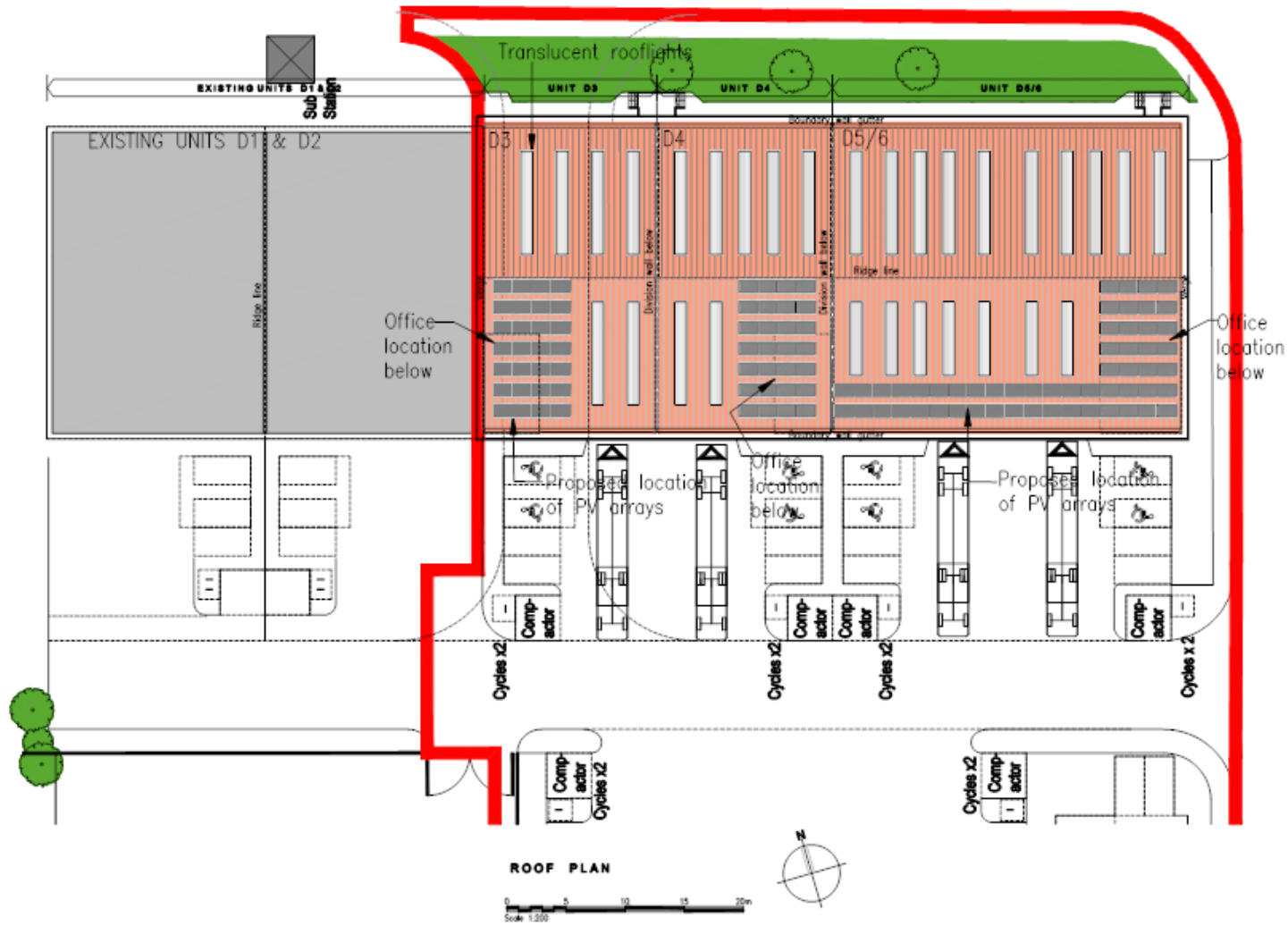
Proposed Units D3 – D5 first floor layout



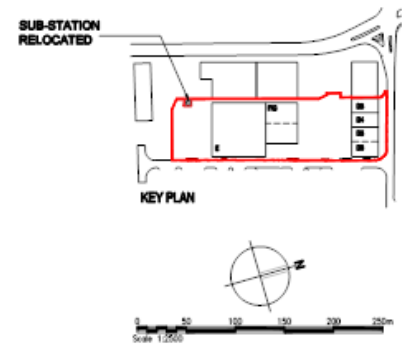
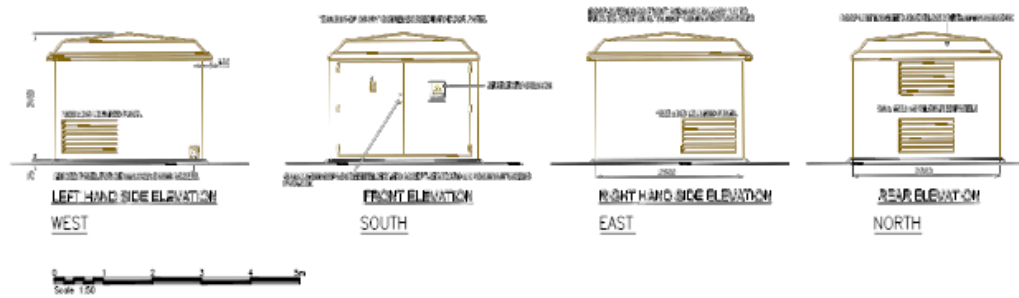
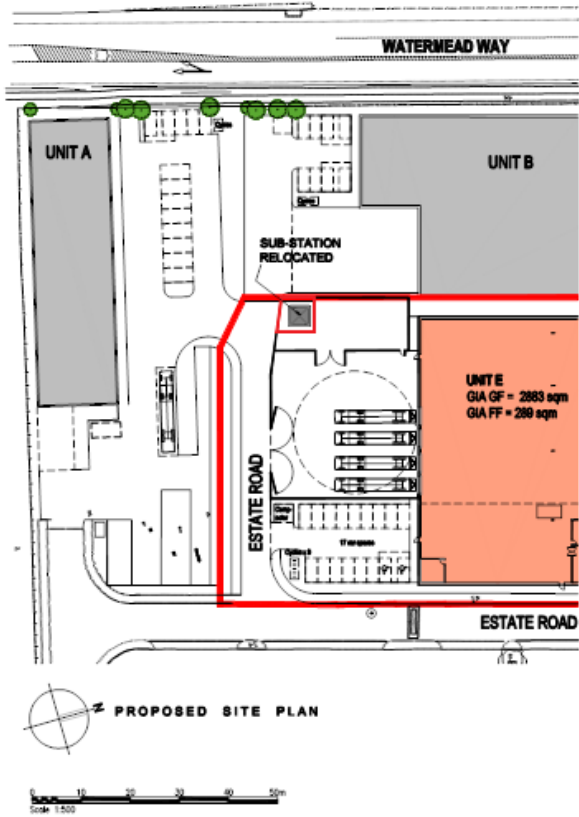
Proposed Units D3 – D5 elevations and section



# LEESIDE ROAD



Proposed Units D3 – D5 roof plans



Proposed sub station details

## **Appendix 3 QRP Note**



### **London Borough of Haringey Quality Review Panel**

#### **Report of Chair's Review Meeting: Mowlem Trading Estate**

Wednesday 14 December 2016  
River Park House, 225 High Road, London, N22 8HQ

#### **Panel**

Selina Mason (chair)  
Tim Pitman

#### **Attendees**

Richard Truscott	London Borough of Haringey
Aaron Lau	London Borough of Haringey
Deborah Denner	Frame Projects

#### **Apologies / report copied to**

Emma Williamson	London Borough of Haringey
Stuart Minty	London Borough of Haringey

Report of Chair's Review Meeting  
14 December 2016  
HQR42\_Mowlem Trading Estate

## 1. Project name and site address

Mowlem Trading Estate (Part), Leaside Road, London, N17 0QJ

Planning Application Reference: HGY/2016/3489

## 2. Presenting team

Jeremy Aitchison	Parlison Properties
Paul Kentish	Paul Kentish & Co
Gary Watson	PRC

## 3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of highly experienced practitioners. This report draws together the panel's advice, and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

## 4. Planning authority's views

This application represents Phase 2 of the wider redevelopment of Mowlem Trading Estate. Planning Permission ref. HGY/2013/1792 for Phase 1 was approved by Planning Sub Committee in 2013. There was a requirement as part of the Phase 1 approval for Design Panel comments on the landscaping proposals. The planning application for Phase 2 is live, and planning officers are awaiting consultation responses. The panel's views on the design of the scheme would be welcomed

## 5. Quality Review Panel's views

### *Summary*

The Quality Review Panel welcomes the proposals for Phase 2 of the redevelopment of the Mowlem Trading Estate. This will upgrade the quality of industrial buildings, which provide employment for this part of Haringey. In broad terms the panel supports the submitted scheme, but thinks there is scope for improvement of the landscape design. In particular the panel would encourage further thought about the boundary to Leaside Road. Plans for a large residential development at Meridian Water in Enfield, and a Crossrail 2 Station at Northumberland Park will transform the area around the trading estate. This scheme could contribute to that process by creating a better environment for pedestrians and cyclists around the site. As a detailed comment on the industrial buildings, the panel also suggested that the roof pitch should be designed with the same orientation as Phase 1. These comments are expanded below.



### *Boundary to Leaside Road*

- The industrial character of the area around the Mowlem Trading Estate will change in future, with plans for significant residential development at Meridian Water, and a Crossrail 2 Station at Northumberland Park.
- The panel think this scheme could contribute to this process, by enhancing the quality of the environment on Leaside Road – which is likely to be used by many more pedestrians and cyclists in the future.
- They would encourage a reduction in the height of the boundary fence, currently shown as being 2.4m high. This does not provide a secure boundary to the site – there are no gates at entrances to the site.
- The panel think a 1.8m fence should be sufficient, and that planning officers and the applicant should work with secured by design officers to agree this.

### *Landscape design*

- High quality landscape design has the potential to improve the appearance of the development, as well as the environment for people working there.
- Retention of the existing trees on Leaside Road is welcomed.
- The boundary to Leaside Road is currently untidy, despite planting as part of Phase 1. For example, pavement has not been reinstated where a previous vehicular access has been removed.
- The panel would encourage the applicant to create an attractive landscaped boundary towards Leaside Road, to improve the environment for pedestrians.
- Within the site, they would also encourage tree planting and landscaped areas for workers to sit outside during breaks.

### *Roof form*

- The design of the Phase 2 development is intended to match the completed Phase 1 scheme – however, the roof pitch is currently orientated in the opposite direction.
- The panel think designing the roof to follow the same orientation as Phase 1 would create a more consistent appearance.
- Provision of photovoltaic panels is welcome, and should remain possible with east and west facing roof pitches.

### *Next Steps*

The panel is confident that the applicant can respond to the comments above, in consultation with Haringey officers – and would encourage the use of conditions to allow further work on the boundary fence and landscape design.

